



CITY OF LODI

PUBLIC WORKS DEPARTMENT


COUNCIL COMMUNICATION

TO : City Council
FROM : City Kanager
MEETING DATE: February 17, 1988
AGENDA TITLE: Traffic Studies - Discussion and Appropriate Action
a) Establish "No Parking" Zone on North Side of Tokay Street West of Ham Lane
b) Donner Drive/Calaveras Street and Pioneer Drive/Calaveras Street, Intersection Control
c) Correct Traffic Resolution, Miscellaneous Locations

RECOMMENDED ACTION: That the City Council discuss the individual items listed below and adopt appropriate resolutions.

<u>Item</u>	<u>Recommended Action</u>
a) Establish "No Parking" Zone on North Side of Tokay Street West of Ham Lane	Adopt resolution - see attached memo
b) Donner Drive/Calaveras Street and Pioneer Drive/Calaveras Street, Intersection Control	Adopt resolution amending the Traffic Resolution per attached memo
c) Correct Traffic Resolution, Miscellaneous Locations	Adopt resolution amending the Traffic Resolution as follows: Section 2-C-2, Two-Way and One-Way Stop Intersections ◦ Woodhaven Lane (Southbound) stops at Eilers Lane - Add Section 2-D, Yield Intersections ◦ Main Street yields at Locust Street - Add ◦ Mariposa Way yields at Cross Street - kdd ◦ Murray Street yields at Calaveras Street - Add ◦ Ravenwood Way yields at Coventry Way - Add ◦ Ridge Drive yields at Aspen Grove Drive - Add

APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

Item

Recommended Action

- c) Correct Traffic Resolution,
Miscellaneous Locations
(Continued)

Adopt resolution amending the Traffic
Resolution as follows:

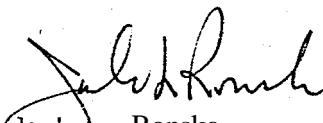
- Turner Road (right turn eastbound
yields at Lower Sacramento Road/
Woodhaven Lane - Add

Section 7, Speed Limits

- Harney Lane, West City Limit to
East City Limit, 45 MPH - Add
- Woodhaven Lane, Turner Road to
Eilers Lane, 35 MPH - Revise to
30 MPH

BACKGROUND INFORMATION :

Separate memos discussing Items a) and b) are attached. Item c) consists of corrections to reflect existing conditions that were overlooked when the Traffic Resolution was adopted in December 1987.


Jack L. Ronsko
Public Works Director

JLR/RCP/ma

Attachments

cc: Assistant Civil Engineer
Street Superintendent
Police Chief

✓
TO: City Council
FROM: City Manager
MEETING DATE: February 17, 1988
AGENDA TITLE: a) Establish "No Parking" Zone on North Side of Tokay Street
West of Ham Lane

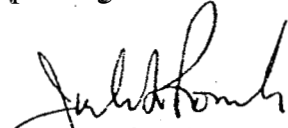
RECOMMENDED ACTION: That the City Council establish a 210' no parking zone on the north side of Tokay Street west of Ham Lane. (See attached plan.)

BACKGROUND INFORMATION: At the February 3, 1988 City Council meeting, City Council reviewed a request from Chuck Wentland concerning the sight problem at the Ham Lane Professional Center. (See attached Council Communication.) City Council approved the no parking zone on Ham Lane and requested that staff contact the Bank of Lodi regarding the recommended no parking zone on Tokay Street.

Staff contacted David Vietmeier, the Vice President and Cashier of Bank of Lodi and he does not have any objections to the no parking zone on the north side of Tokay Street west of Ham Lane.

Currently, the Bank of Lodi is reviewing parking alternatives to help alleviate the parking problems on Tokay Street. One of those alternatives is use of a church parking lot located across the street from the bank. The Bank of Lodi is also planning to install additional parking spaces with the expansion of the bank in the near future.

Staff recommends installing the 210' no parking zone on the north side of Tokay Street from Ham Lane to the Ham Lane Professional Center driveway, and the 15' no parking zone west of the fire hydrant located west of the driveway.

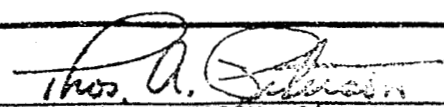

Jack L. Ronsko
Public Works Director

JLR/PJF/cag

Attachments

cc: Street Superintendent
Police Chief
Dave Vietmeier, Vice-president & Cashier, Bank of Lodi
Chuck Wentland, Ham Lane Professional Center

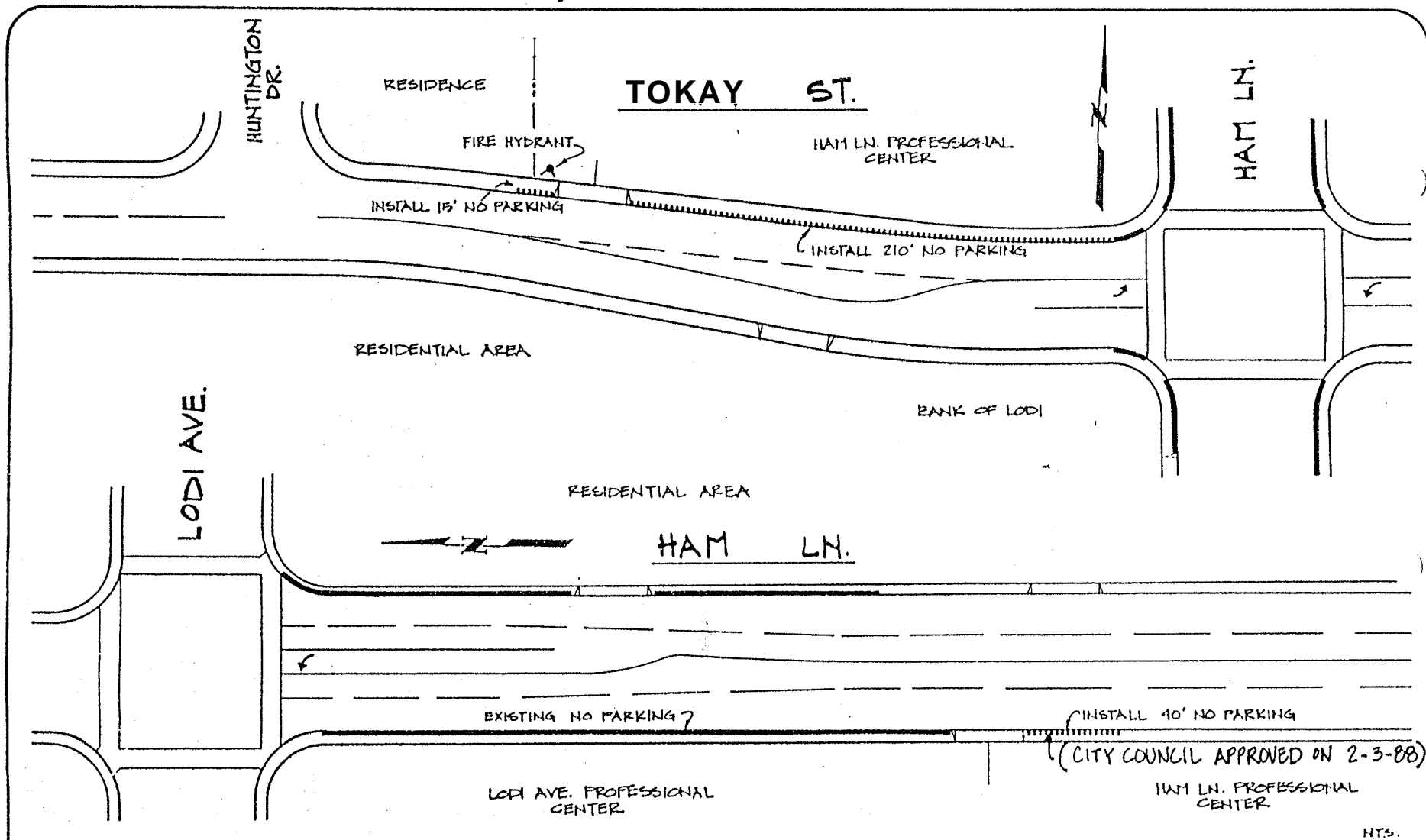
APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

CCNPTOKY/TXTW.01C

February 9, 1988



Dr. R.S.K. 1/88	No.	Date	Revision	Appr.	Approved By	 CITY OF LODI PUBLIC WORKS DEPARTMENT	TOKAY ST / HAM LN NO PARKING ZONES	
Co.					Public Works Director			
Date					RCE			
					Date			



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: February 3, 1968
AGENDA TITLE: Establish No Parking Zone on Tokay Street West of Ham Lane and Ham Lane South of Lodi Avenue

RECOMMENDED ACTION: That the City Council establish a 210' no parking zone on the north side of Tokay Street west of Ham Lane and a 40' no parking zone on the west side of Ham Lane south of the northern Ham Lane Professional Center driveway. (See attached plan.)

BACKGROUND INFORMATION: Chuck Wentland sent the attached letter requesting staff to review the sight problem at the Ham Lane Professional Center driveways (Tokay Street driveway and the northern Ham Lane driveway). Staff made a number of field observations and witnessed sight problems at both driveways.

On Tokay Street, the combination of the parked vehicles and the street curvature cause a sight problem for motorists exiting the driveway. The majority of the parked vehicles (approximately 10 spaces) are employees of the Bank of Lodi. It appears the employees are parking their vehicles on-street, allowing their customers use of the parking lot (approximately 30 spaces). During our observations, the Bank of Lodi parking lot was half full. By removing the 10± spaces on Tokay Street, those vehicles parking in the area may move west to the residential area. Staff cannot force employers to allow employee parking in their parking lot. Similar situations have occurred in many parts of Lodi. The result is unhappy neighbors, reduced traffic safety, and controversial Council decisions. The City Council and Planning Commission should consider revising the parking standards to avoid these types of situations.

We recommend installing the 210' no parking zone on the north side of Tokay Street from Ham Lane to the Ham Lane Professional Center driveway. Staff also recommends installing a 15' no parking zone west of the fire hydrant located west of the driveway. Because of the fire hydrant, this can be done without specific Council action. Staff observed vehicles parking within 15' of the fire hydrant, and installing the no parking zone will improve the sight problem.

APPROVED:


THOMAS A. PETERSON, City Manager

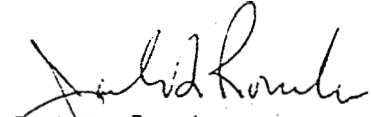
FILE NO.

CNOPAR12/TXTW.02M

January 27, 1968

City Council
No Parking Zone
February 3, 1988
Page 2

On Ham Lane, staff frequently witnessed a vehicle parked south of the northern driveway. Installing the 40' no parking zone will improve the sight problem at this location. This will not cause an inconvenience for motorists using this area other than moving them south.



Jack L. Ronsko
Public Works Director

JLR/PJF/ma

Attachments

cc: Street Superintendent
Police Chief
C.A. Wentland, Ham Lane Professional Center
Bank of Lodi

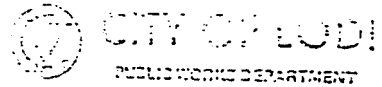
Ham Lane Professional Center, A California Corporation

TELEPHONE (209) 333-0900 • 301 SOUTH HAM LANE, SUITE A • LODI, CALIFORNIA 95242

December 18, 1987

Mr. Jack Ronsko
Public Works Director
City of Lodi
Lodi, CA. 95240

RECEIVED



Dear Mr. Ronsko :

May I respectfully request that you visit our complex and investigate the possibility of providing some red curb near the driveways to allow the vehicle driver the ability to see roadway traffic on Ham Lane and Tokay Streets when they are making a movement onto those streets.

The driveway that seems to have the most traffic is that one on Ham Lane, west of Lodi Avenue. When a vehicle is parked immediately south of that driveway, it is extremely difficult to see Ham Lane traffic heading north. Of course you probably don't have any trouble because of your size, but there are a lot of elderly people, who hold valid drivers licenses that do not see much above the vehicle dash board and have difficulty seeing the cross traffic because of vehicles parked at the curb.

I have noticed problems also with the westly flow of traffic at Tokay Street driveway. I have Listened to your reasoning with the City Council on why you recommend this or that over the years and believe I understand your philosophy on intersection control (although I have not been privileged to receive that communication as the Council has), but I do not know your personal concept as to egress and curb markings on the subject of this Letter. I do know that the northern Ham driveway gets a lot of traffic and feel that a red curb of say 50 feet or more to the south of that exit would be worthwhile.

There is attached a plot plan of the area, I have marked in yellow the areas that I believe should be examined.

Awaiting your visit, I remain

Very truly yours,

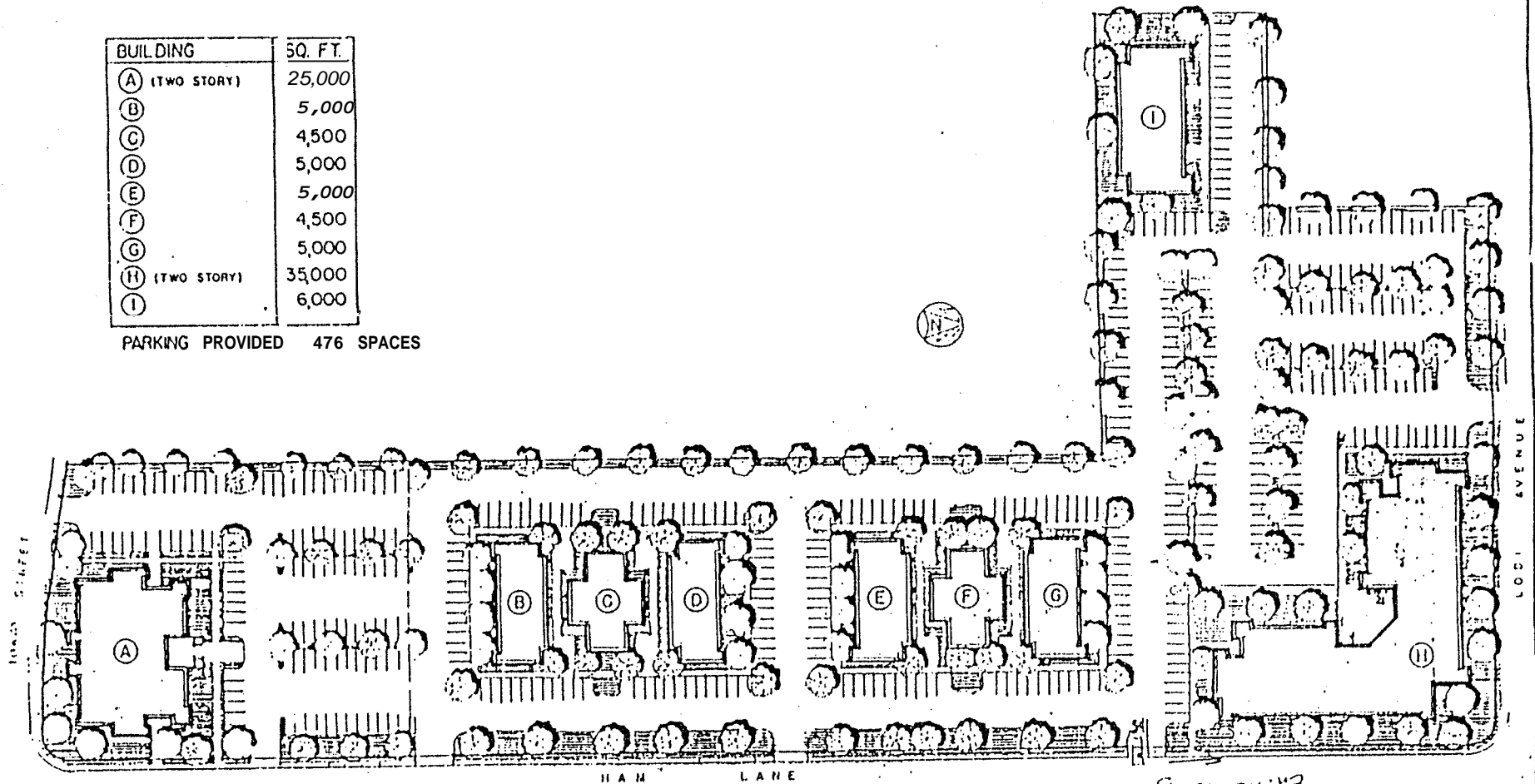

C. A. Wentland

THE REPRODUCTION OF THIS
DOCUMENT CANNOT BE
IMPROVED DUE TO THE

Please Note: This plot plan is not accurate as to the location of the driveways, nor the buildings. We have experienced no problem on the Lodi

BUILDING	SQ. FT.
(A) (TWO STORY)	25,000
(B)	5,000
(C)	4,500
(D)	5,000
(E)	5,000
(F)	4,500
(G)	5,000
(H) (TWO STORY)	35,000
(I)	6,000

PARKING PROVIDED 476 SPACES



PLOT PLAN
SCALE 1" = 40'-0"

*Parking as side
(Use sheet
width)*

EX. REDUCING

PROPOSED
OFFICE COMPLEX
HAM LANE, LODI, CALIFORNIA

PREPARED BY: [illegible]
DATE: [illegible]
DRAWN BY: [illegible]



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO : City Council

FROH : City Manager

MEETING DATE: February 17, 1988

AGENDA TITLE: b) Donner Drive/Calaveras Street and Pioneer Drive/Calaveras Street, Intersection Control

RECOMMENDED ACTION: That the City Council approve the installation of yield signs on Donner Drive at Calaveras Street and on Calaveras Street at Pioneer Drive.

BACKGROUND INFORMATION: At the January 6, 1988 City Council meeting, the residents in the vicinity of Lawrence School requested stop signs be installed at the Donner Drive/Calaveras Street and Pioneer Drive/Calaveras Street intersections (see attached petition). The City Council directed staff to evaluate the two intersections and bring the results to the City Council as soon as possible.


Staff performed the necessary studies. Daily traffic counts were taken and accident records were reviewed. There have been no accidents at Pioneer Drive/Calaveras Street in the past four years. At the Donner Drive/Calaveras Street intersection, there have been no accidents in 1984, 1985 and 1986, and one right-angle accident in 1987. The primary collision factor was the eastbound motorist failed to yield to the northbound motorist.

Both intersections are "T" intersections and have no controls.

The State of California multi-way stop sign guidelines were used to evaluate the need for multi-way stop signs. Based on the traffic counts and accident records, multi-way stop signs are not justified at these intersections (see attached warrants).

Staff then reviewed the need for a yield or stop sign on the minor street. The City uses its own intersection control guidelines for three-way intersections. If the major street has an approximate traffic volume of 2000 vehicles per day, the minor street should be controlled. A stop or yield sign is used depending on various factors: volumes, sight distance, accidents, etc.

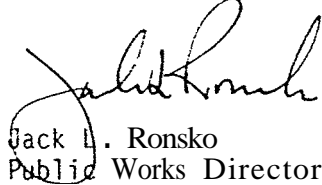
APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

City Council
Donner/Calaveras
February 17, 1988
Page 2

Based on these guidelines, yield signs are justified on Donner Drive at Calaveras Street and on Calaveras Street at Pioneer Drive.



Jack L. Ronsko
Public Works Director

JLR/PJF/ma

Attachments

cc: Street Superintendent
Police Chief
Deborah Myers
Cheri Gribayedoff
Lawrence School Principal, Ed McCaughna

REF ID: A66084

1 JUL 13 AM 3 50

This is to petition ^{CITY CLERK} stop downstate the intersections of Donner + Calaveras St and Pioneer Dr + Calaveras Street. Below are citizens concerned for the lives of children in the Lawrence School area and the increasing number of violators of the speed law.

1. Deborah Tappero 246 Calaveras
2. Cheri Tribayado 712 Calaveras
3. ~~Cheri Tribayado~~ 712 Calaveras
4. Laurie Urias 721 Calaveras Street, Lodi, Ca.
5. Beverly J. Hoag 721 Calaveras Street, Lodi
6. Bernice Anaya 721 Calaveras St Lodi
7. Janice Zartou 721 Calaveras St Lodi
8. Kim Sowell 515 Calaveras St. Lodi
9. Nancy Shukla 419 Donner Dr. Lodi
10. Doris Smalley 215 1st Street Lodi
11. ~~Cheri Tribayado~~ 736 Calaveras - Lodi
12. Maria L. Cantantes 946 Happy Ct. Yuba, CA 95232
13. Nancy Cadena 150 West Leust #7 Lodi, CA 95240
14. Lorraine 14626 E. Cedar, Trampco. 95220
15. Bennett L. Ellis 1551 Scarborough Lodi 95240
16. Carolyn Shukla 2925 Beaumont St. Lodi 95240
17. Elsie A. Jick 424 Columbia Dr. Lodi 95240
18. Edwin Kleiser 629 S. Orange Ave. Lodi 95240



CITY OF LODI

PUBLIC WORKS DEPARTMENT

MULTI-WAY STOP SIGN WARRANTS

INTERSECTION OF DONNER DR and CALAVERAS ST
DATE 2-1-88 BY RJF

Any of the following conditions may warrant a multi-way STOP sign installation.

- Where traffic signals are warranted and the need is urgent, the four-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation,

Satisfied -- Not Satisfied ✓

- An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multi-way stop installation in a 12-month period. Types of accidents susceptible of correction include right angle and left turn collisions.

Time period JAN-DEC 1987
Total number of accidents 1

Number of correctible accidents 1
Satisfied Not Satisfied ✓

- Minimum volume warrant:

- The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day, and

Hour	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4
Major Street	107	94	90	143	132	100	83	87	
Minor Street	62	28	22	42	40	70	33	46	

Highest 8 hours 7 a.m. to 5 p.m.
Total volume 1179 vehicles
Average per hour 147 vehicles
Satisfied Not Satisfied ✓

- The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same eight hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, and

Hour	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4
Minor Street Vehicles	107	94	90	143	132	100	83	87	
Pedestrians	230			210		230	210		

Highest 8 hours 7 a.m. to 5 p.m.
Average per hour 105 vehicles
Average per hour 10 pedestrians (EST)
Average units per hour 115
Satisfied Not Satisfied ✓

SUGGESTED ROUTE TO SCHOOL - STUDENTS CROSS BOTH DONNER & CALAVERAS.

- When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

85-percentile speed 27 MPH (est.)
Satisfied Not Satisfied ✓

A four-way STOP sign installation is a useful traffic control measure when other available means of control are not adequate. It should not be used unless the volume of traffic on the intersecting roads is about equal and is undesirable at low volume intersections.

% Traffic major street 74 %
% Traffic minor street 26 %



CITY OF LODI

PUBLIC WORKS DEPARTMENT

MULTI-WAY STOP SIGN WARRANTS

INTERSECTION OF PIONEER DR. and CALAVERAS ST
DATE 2-3-88 BY PJF

Any of the following conditions may warrant a multi-way STOP sign installation.

- i. Where traffic signals are warranted and the need is urgent, the four-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Satisfied _____ Not Satisfied ☒

2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multi-way stop installation in a 12-month period. Types of accidents susceptible of correction include right angle and left turn collisions.

Time period JAN-DEC 1987

Number of correctible accidents 0

Total number of accidents 0

Satisfied _____ Not Satisfied ☒

3. Minimum volume warrant:

- a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day, and

Hour	1-0	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7
Major Street	145	142	159	127	146	118	100	127	
Minor Street	61	49	57	43	58	41	52	67	

Highest 8 hours 7 a.m. to 6 p.m.

Total volume 1070 vehicles

Average per hour 134 vehicles

Satisfied _____ Not Satisfied ☒

- b. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same eight hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, and

Hour	1-0	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7
Minor Street Vehicles	61	49	57	43	58	41	52	67	51
Pedestrians									

Highest 8 hours 7 a.m. to 7 p.m.

Average per hour 55 vehicles

Average per hour 0 pedestrians (EST)

Average units per hour 55

Satisfied _____ Not Satisfied ☒

SUGGESTED ROUTE TO SCHOOL - STUDENTS SHOULD CROSS
CALAVERAS AT PIONEER

- c. When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

85-percentile speed 27 MPH (est.)

Satisfied _____ Not Satisfied ☒

A four-way STOP sign installation is a useful traffic control measure when other available means of control are not adequate. It should not be used unless the volume of traffic on the intersecting roads is about equal and is undesirable at low volume intersections.

% Traffic major street 69 %

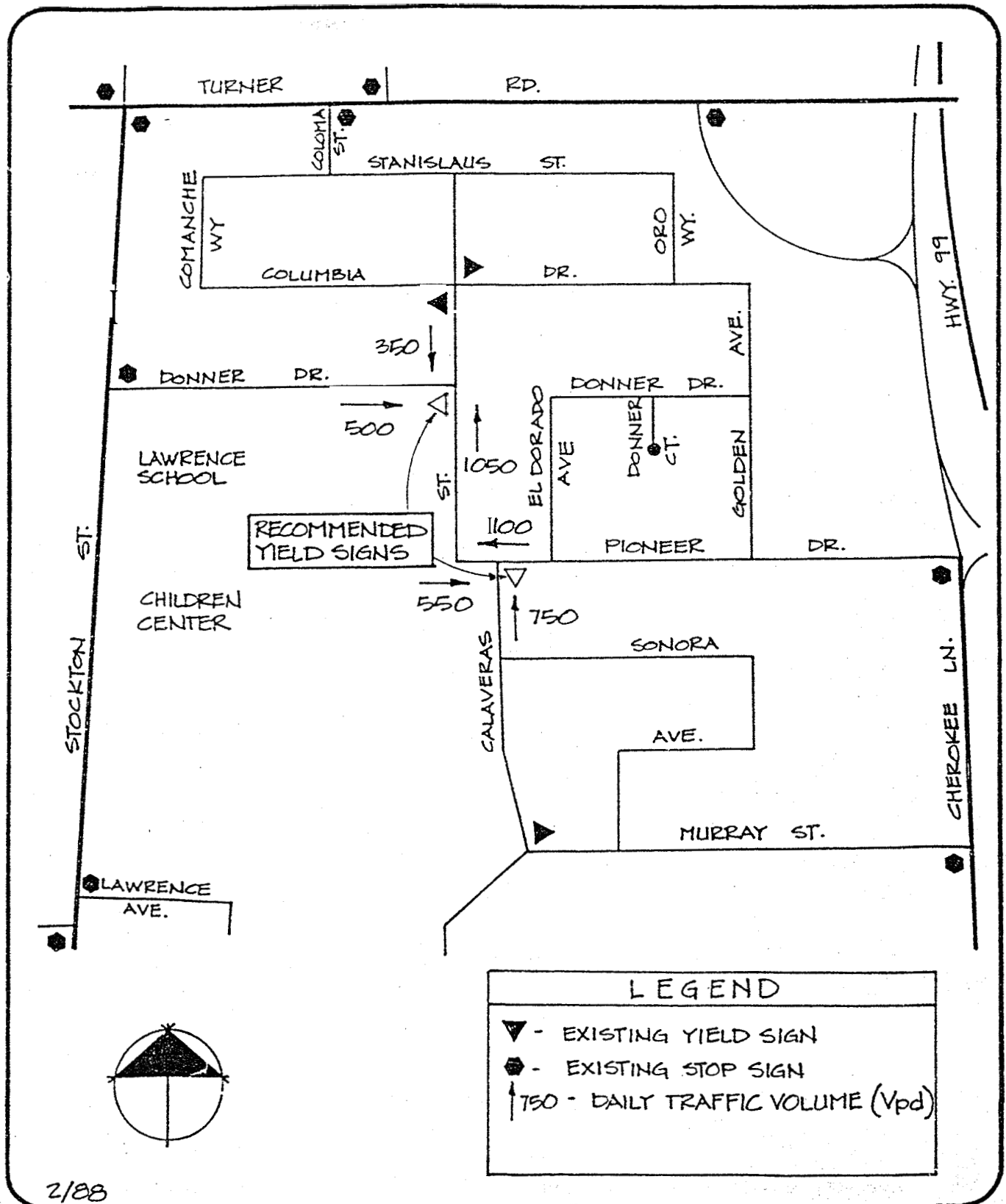
% Traffic minor street 31 %



CITY OF LODI

PUBLIC WORKS DEPARTMENT

INTERSECTION CONTROL STUDY



RESOLUTION NO. 88-22

RESOLUTION ESTABLISHING A "NO PARKING" ZONE
ON THE NORTH SIDE OF TOKAY STREET
WEST OF HAM LANE

RESOLVED, that the City Council of the City of Lodi does hereby establish a 210 foot "No Parking" zone on the north side of Tokay Street west of Ham Lane as shown on Exhibit "A" attached hereto and thereby made a part hereof.

Dated: February 17, 1988

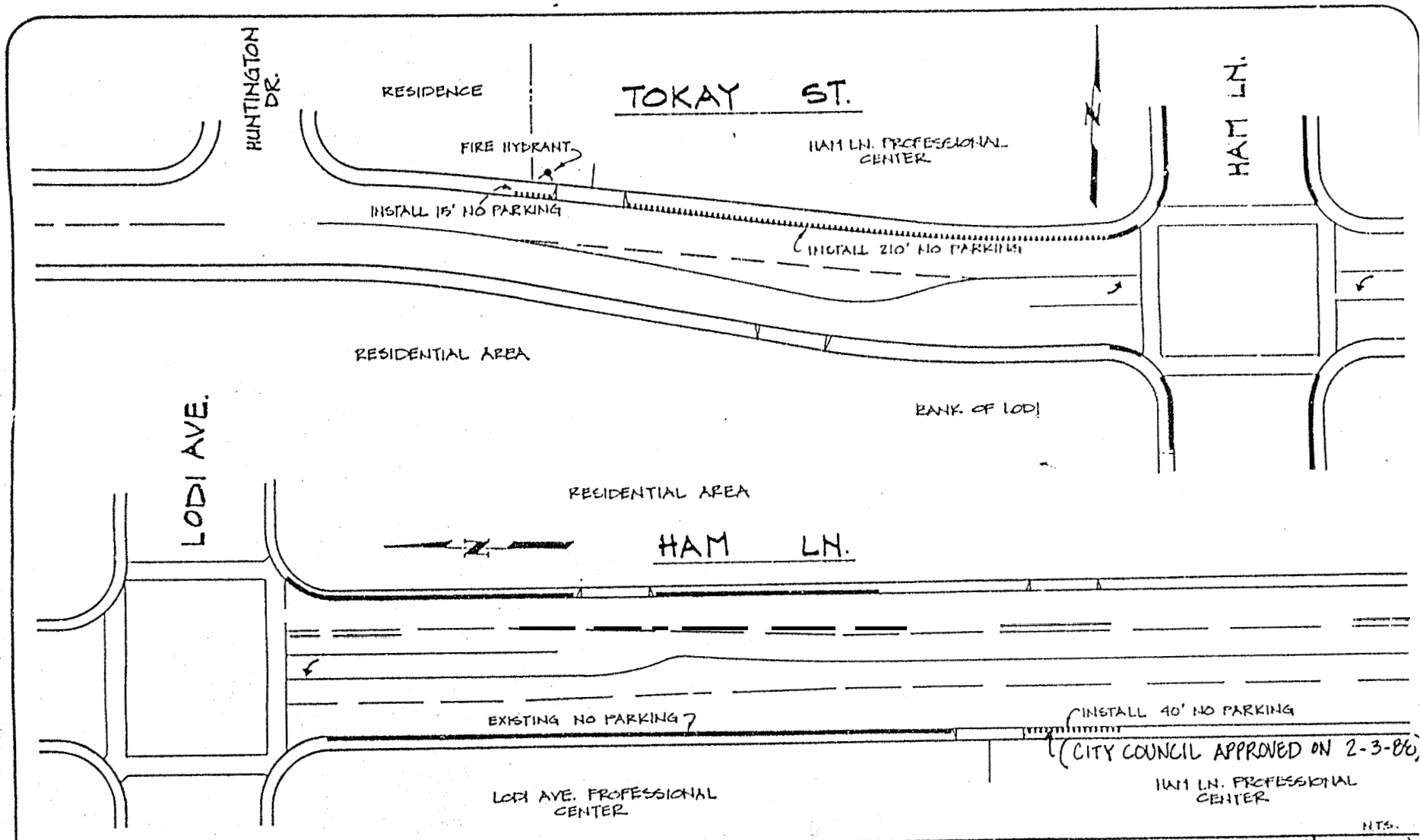
I hereby certify that Resolution No. 88-22 was passed and adopted by the City Council of the City of Lodi in a regular meeting held February 17, 1988 by the following vote:

Ayes : Council Members - Hinchman, Pinkerton, Reid and Snider

Noes : Council Members - None

Absent: Council Members - Olson

Alice M. Reimche
Alice M. Reimche
City Clerk



(CITY COUNCIL APPROVED ON 2-3-86,
HAM LN. PROFESSIONAL
CENTER

Dr. R.S.K. 1/88	No.	Date	Revision	Appr.	Approved By	 CITY OF LODI	TOKAY ST / HAM LN NO PARKING ZONES	HTS.
Date								

RESOLUTION NO. 88-23

RESOLUTION APPROVING THE INSTALLATION OF "YIELD" SIGNS
ON OGNKER DRIVE AT CALAVERAS STREET AND
ON CALAVERAS STREET AT PIONEER DRIVE

RESOLVED, THAT THE City Council of the City of Lodi does hereby establish
"Yield" signs on Donner Drive at Calaveras Street and on Cdlaveras Street at
Pioneer Drive as shown on Exhibit "A" attached hereto and thereby made a part
hereof.

Dated: February 17, 1988

I hereby certify that Resolution No. 88-23 was passed and adopted by the City
Council of the City of Lodi in a regular meeting held February 17, 1988 by the
following vote:

Ayes: Council Members - Pinkerton, Reid and Snider

Nces : Council Members - Hinchman

Absent: Council Members - Olson

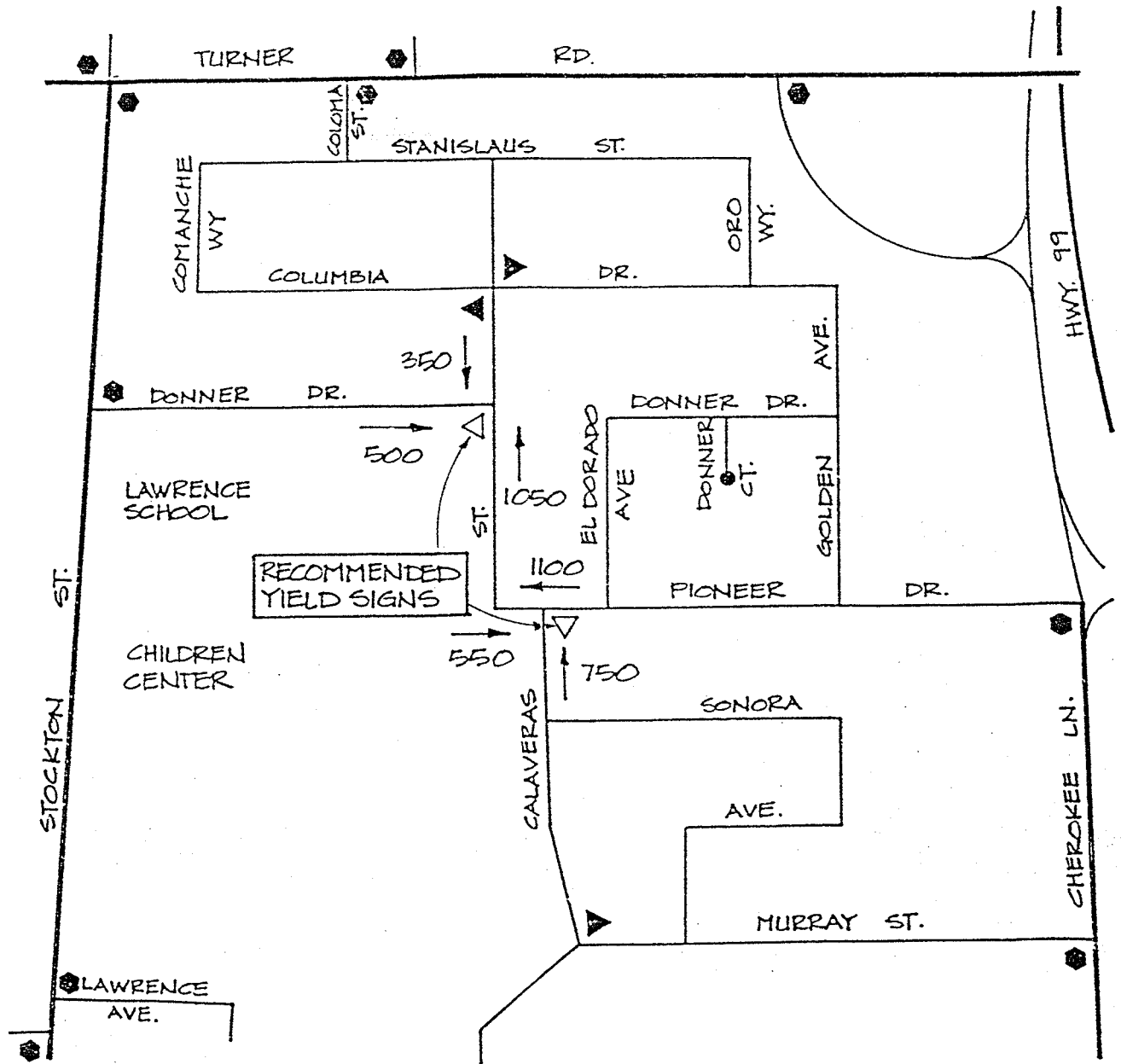
Alice M. Reimche
Alice M. Reimche
City Clerk



CITY OF LODI

PUBLIC WORKS DEPARTMENT

INTERSECTION CONTROL STUDY



LEGEND	
▼	EXISTING YIELD SIGN
●	EXISTING STOP SIGN
↑ 750	DAILY TRAFFIC VOLUME (Vpd)

RESOLUTION NO. 83-24

RESOLUTION AMENDING RESOLUTION NO. 87-163
ENTITLED "TRAFFIC RESOLUTION"

RESOLVED, that the City Council of the City of Lodi does hereby approve the following amendments to Resolution No. 87-163:

1. That Section 2-C-2, entitled "Two-Way and One-Way Stop Intersections", be revised by adding the following:

"Woodhaven Lane (southbound) stops at Eilers Lane"

2. That Section 2-D, entitled "Yield Intersections", be revised by adding the following:

"Main Street yields at Locust Street
Mariposa Way yields at Cross Street
Murray Street yields at Calaveras Street
Ravenwood Way yields at Coventry Way
Ridge Drive yields at Aspen Grove
Turner Road (right turn eastbound) yields at tower Sacramento Road/
Woodhaven Lane"

3. That Section 7, entitled "Speed Limits", be revised by adding the following:

"Harney Lane, West City Limit to East City Limit, 45 MPH"

4. That Section 7, entitled "Speed Limits", be revised by changing the speed limit on Woodhaven Lane, from Turner Road to Eilers Lane, from 35 MPH to 30 MPH.

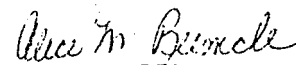
Dated : February 17, 1988

I hereby certify that Resolution No. 88-24
was passed and adopted by the City Council
of the City of Lodi in a regular meeting
held February 17, 1988, by the following vote:

Ayes: Councilmembers - Hinchman, Pinkerton, Reid, and Snider

Noes: Councilmembers - None

Absent: Councilmembers - Olson (Mayor)


ALICE M. REIMCHE
City Clerk